

COMMENT

AFTER LIVING through the holocaust of three cod wars with Iceland and seeing the British catch in these waters remorselessly cut from 300,000 to 80,000 tons a year, it is remarkable to hear the word "optimism" being bandied around when it comes to talking about a new deal. If we have learned anything from these past encounters it should be to expect the worse.

By worse, we do not mean there will be no agreement for Britain to fish, but the question is, how much will we be allowed to take?

In the last agreement, the Icelanders burned their fingers badly, by allowing in a specified number of trawlers and underestimating the efficiency of this fleet. This time they won't make the same mistake; the name of the game will be catch limitation, not effort limitation.

The atmosphere in which negotiations will now take is different from anything that has gone before, and the palpably weak stand taken by the EEC so far, hardly inspires confidence. In a world of 200-mile limits, bland terms like traditional or historic fishing rights are dead and buried. Now we only get in relation to what we give.

On this score the EEC has plenty to offer: a massive market for Iceland's fish, access to herring grounds and capelin off Greenland. All this is enough ammunition to strike a meaningful deal for Britain.

While Iceland might bluff it out that with the United States she has no urgent need of the EEC market, even she knows that in the long term this is not true. With a 200-mile limit the US is already moving towards a big expansion for her own fleet.

The tone set by the EEC in negotiations with Iceland are the most crucial yet. All other third country states, with whom deals have yet to be done, will be using this as a test of their chances.

fishing news

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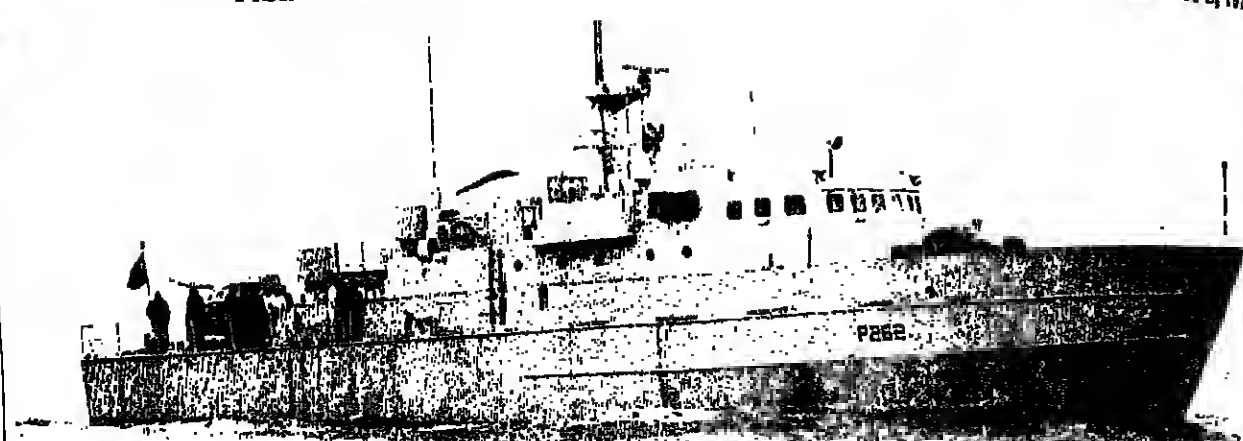
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Rest-time proposal

THE THIRD section of a working document being drawn up by the Transport and General Workers' Union national fisheries officer, David Cairns, as a starting point for improving the working conditions of British trawlermen was published in Hull last week.

The document lays out a series of proposals on health and safety and, among its recommendations, are the establishment of safety officers in every fishing port, ten weeks annual paid holiday, two days ashore for every five

spent at sea and a guaranteed rest period of 12 hours in every 24 at sea. It claims British distant water trawlermen are a loyal and long-suffering body of men frequently subjected to excessively long hours of work, often in abysmal weather, and where fatigue is a contributory factor in many accidents. It claims it is nearly impossible to assess what free time fishermen have during a trip. The union supports its recommendation with statistics and comparisons of shore-based industry.



HMS Petrel, third in a series of four fishery protection ships being built by Richard Dunston of Heales, is seen on trials in the Humber last week. She is expected to complete trials and go into service within the next two weeks. The 124-footer has a 8 ft. draft and is powered through the water at up to 20 knots by two Paxman 2,100 bhp diesels. She displaces 230 tons and has a 60mm gun aft and fittings for machine guns fore and aft of the bridge. First two in the series — Kingfisher and Cygnus — are now in service and the fourth, as yet unnamed, is due for launching next month.

POWER-PACKED LIMITS BILL

THE FISHERY Limits Bill which the Government hopes to have through Parliament by Christmas to fix 200-mile limits in concert with the rest of the EEC on January 1 is up for second reading in

Talks win £6 rise

GRIMSBY'S freezer trawlermen have won a £6 per week pay rise. The deal was negotiated by the Transport and General Workers' Union after talks with BUT, Grimsby's only freezer owners, lasting three months.

During the negotiations the men had received an interim rise of £3 on their sea pay and £8 on shore and holiday pay. The new agreement, which it is understood was the original demand, gives a £6 increase on all rates and is already in force.

the Commons today (December 3).

Besides extending the limits, the Bill would give power to regulate fishing

Jumbos are in

CORNWALL'S mackerel line boats are now herd at work again as fishing has become steadier.

Boats with two-to-three hands have been returning with 100-150 stone a day, while eight-handed Newlyn boats have landed 1,000-stone trips.

The fleet has been picking five or six fish per line each haul and the mackerel are jumbos deep in the water.

The pattern of fishing has changed, however. The morning feed seems to have been disrupted by the extra heavy fishing of big boats and now few fish are caught before 2-3 o'clock in the afternoon. This means crews are working against the clock to avoid being at sea too long in darkness.

A 170-stone haul has been taken in Falmouth bay, along with 70-100 stone hauls, after many blank weeks.

With two months of the main mackerel season left, however, there will have to be some pretty spectacular line catches to call this season a success.

by a licensing system and increase penalties for fishing offences, in some cases to a £50,000 fine on summary conviction or an unlimited fine on indictment.

The penalty is prescribed in the Bill for breaches of the 200-mile limit.

The Bill sets out licensing systems in detail, which would give Ministers plenty of flexibility to limit fishing by species, areas and times, and by restricting numbers, sizes and types of boats.

This is estimated to cost £1.7m. in 1977-78 and £2.2m. in the following year, at current costs.

The last time British fishing limits were extended was in 1964.

Milford port record falls

MILFORD Haven's port record was smashed last week when Brenda Wilson returned with an excellent catch from the Irish Sea.

Skipper Rees Evans brought her in with 191 kits which sold for £6,476. This bettered the old record set up by Rosevear. Included in the catch were 35 kits of cod, 25 of whiting, 65 of roker, seven of turbot and brill, 15 of plaice and eight of sole.

It was also a prosperous week for the other two vessels which landed. Jade for Gips (Skipper Jim Brodie) and her biggest grossing since she arrived at the port for Lowestoft when she last left. She landed 135 kits worth £5,385. On the same day Picta for St. Eagle, commanded by Skipper Robert Foster, landed 135 kits worth £4,745. Three kits of beddocks, 60 of cod, 30 of whiting, 60 of roker, 10 of turbot and brill, 25 of plaice and 15 of sole were the two vessels' catches.

£1½m. target for 'Carraig Una' appeal

A DISASTER fund has been set up for the dependants of the five men lost on the 85ft. Irish trawler Carraig Una which sank last week after hitting rocks (Fishing News, November 26).

So far, only the body of Skipper Ted Carberry (26) has been recovered. He has been buried at Cruit Cemetery 28 miles from the scene of the tragedy.

The Donegal Fishermen's Disaster Fund has appealed widely for subscriptions and organisations hope to reach a target of £500,000. It is hoped to get half of this figure from outside Ireland.

Organisations promoting the fund include the Irish Fish Producers' Organisation; the Irish Fishermen's Organisation; Bord Iascaigh Mhara; retail, wholesale and processors' organisations; the Irish Fish Processors Exporters' Association and the Donegal Association in Dublin.

Brian Love, chairman of the Irish Fish Processors Exporters' Association, told a news conference in Dublin that the tragedy had come as a terrible shock to the entire industry.

The fund was opened, he said, by an anonymous donation of £1,000. Fund contributions could be sent to the various fishing co-operatives or to the "Donegal

Collision splits boat—five lost

FIVE Frenchmen are missing after a collision last Friday between the French trawler Auroro and the Dutch vessel Monico off the north Cornish coast.

The accident happened while a search was still going on for the bodies of four Frenchmen lost off Donegal when the Irish trawler Carraig Una went down off Rathlin O'Beirne Island earlier in the week.

The French trawler, lost 25 miles north-west of Looe and 60 miles from Looe, had a crew of seven.

Two of them, who were believed to have been on deck at the time of the collision, split the boat in half, and the Dutch ship before the trawler sank.

Sgt. Lt. Jerry English, one of the Sea King helicopter

pilots who went out from RNAS Culdrose before first light on Friday, said that the sea was so rough that they had to wait until the light improved so that they could see the horizon before lowering a naval doctor on board.

"The Dutch ship had two masts which were very close, and the ship was rolling very heavily," he said. "We could not get too low and had to make sure that the winch wire with the doctor on the end did not get entangled with the masts."

The two Frenchmen were suffering from shock, but unhurt. The Dutch vessel took them into an Irish port.

A relay of helicopters and an RAF Nimrod from St. Mawen took part in the search, but it was feared that the trawler sank too fast to give the crew below any chance.

MACKEREL SPILL WFA diary now out

THOUSANDS of mackerel spilled from a ferry on to Albert Street, Penzance, last week.

The 20-ton shipment, on its way from the harbour to Hull for meal, stopped traffic for some hours.

The driver, Robert Ellis, was on his first trip from Penzance leaving the harbour at about 7 am.

"I heard a horn blowing behind me and noticed in the mirror the fish running down the street. I've lost almost all there is just two or three left. I felt sick," he said.

The fish was sent back to the harbour and taken by a carrier for fertilizer.

THE POPULAR WFA/HIB diary has made its appearance ready for 1977. In addition to the diary section, there is plenty of information about who to contact and where in the industry, plus a breakdown of fish landings and values.

Single copies are available at 60p, including post and packing. For quantities of 25 or more, the price is 40p a copy.

Order from: Sea Fisheries House, 10 Young Street, Edinburgh EH2 4JQ.



130-FOOTERS PAIR

TWO OF Fleetwood's smaller stern trawlers, the Merr vessel Noveno and Armona, returned to port last week after pair-fishing trials off the west of Scotland.

The voyage was purely for evaluation, although both vessels landed small catches. They were due to leave this week on a commercial pair-fishing voyage from Fleetwood.

In command of the vessels are two of Fleetwood's top skippers. Victor Buachini has command of Armona, while Skipper Bill Taylor is in charge of Noveno. Both ships underwent modifications before beginning this trial.

At 130ft., they are two of the highest British trawlers to engage in pair-fishing. The exercise has been financed mainly by the Marr company.

ZEPHYR (LK 318) is the latest new boat destined for the Shetland fleet. The 88ft. wooden purse-sailer has just been launched by J. & G. Forbes Boatbuilders at its Sandhaven, Fraserburgh, yard for Skipper John Irvine of Whalsay. She is powered by a Caterpillar 850 hp engine and is fitted with a Kermoy winch and Triplex net winch. She is due to go on trials by the end of the year. More details in Fishing News soon.

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The GM32

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The GM36

36ft. Gins. x 14ft. x 5ft. 3ins x 19 tons

Introduced earlier this year with the launch of MFV 'Byrlian' the GM36, with its incredible working area, stability, and deep, heavy displacement will do the work of most 40ft. craft. A MFV 'Byrlian' owned by Colin Parker, Fleething, is still common afloat off Lough when most of the inshore fleet is still on the moorings! The 36 has a big proscenium bow, and deep, full bilge capable of taking engines in the horsepower range 110 to 190, swinging 36-inch propellers. With a transom stern 11ft. Gins. across, and a draft of over 5ft. she is ideal for stern trawling, as well as conventional lining, netting, etc. Coming within the new D.T. 12 metre rule, the GM36 must be the number one choice for the complete multi-purpose, competitively priced inshore fishing vessel.

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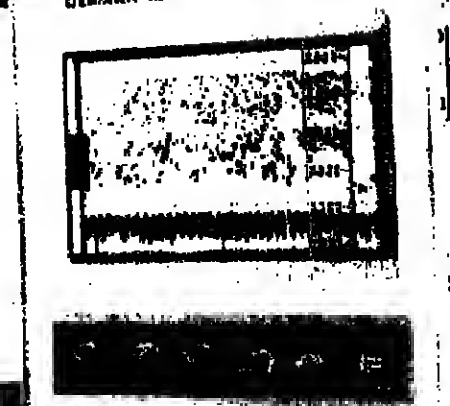
For further details contact Chris Brook. CYGNUS MARINE LIMITED, Trigon Industrial Estate, Falmouth, Cornwall, TR11 4PX. Tel. Penryn 72970.

STOP PRESS: One to extension enquiries and the demand for a smaller commercial type GRP hull. Cygnus are ready to accept orders for the GM31 (21ft. Gins. x 8ft. Gins. x 2ft. 6ins. x 11 tons) hull mouldings from £350.00 ex VAT, ex Works.

BY CYGNUS WORKBOATS

Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.



DEPMAR 103

The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

DEPMAR 131

Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14 1/2 lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

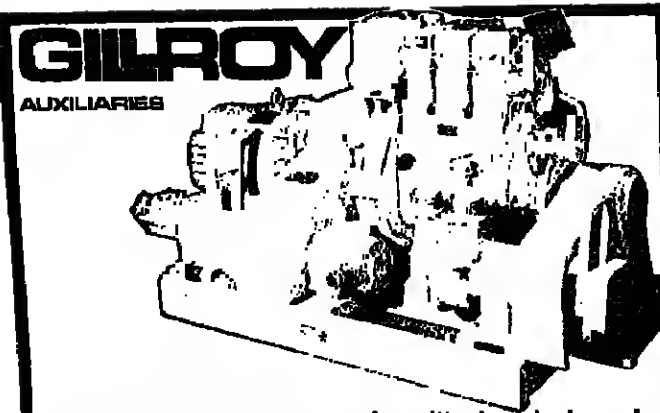


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FOS plans new role

ARGUMENTS that the Fisheries Organization Society is failing to react to the changing world of producer organisations were countered last week by the announcement of a move towards a new constitution for the society.

The annual general meeting of the FOS got off to a lively start on Wednesday last week at Fishmongers' Hall, London, when a small group from the Anglo-Scottish Fish Producers' Organisation claimed that FOS can do a better job than the FOS.

Then, however, FOS chairman John Gundry announced that a completely reconstituted body, possibly with a new title, is currently under discussion.

Mr. Gundry said that, just over a month ago, the FOS had been asked by the Ministry of Agriculture, Fisheries and Food to con-

sider revamping the FOS — and even its terms of reference — to provide a single, representative body to negotiate on behalf of the English and Welsh inshore industry.

Among the changing factors to take into account would be the increasing role played by POs and the need for a united voice in Brussels. To help such a body get started, the MAFF is prepared to give an unspecified amount of financial support for five years end, if necessary, extend this for a further five years at a reduced rate.

But who is to foot the bill long-term? As the chairman pointed out, the FOS had always been run on a shoestring and, now, POs are the rich, set-up with generous aid from Community funds and afterwards self-supporting. Ultimately, however, it all comes out of the coat-and.

Here is the point of concern for the north-eastern contingent which could, perhaps, see a situation in which they are expected to finance the FOS to perform work it considers itself better able to carry out unaided.

These tasks are mainly seen as representation at EEC and national level. In fact, the POs are already represented at Brussels and had made independent representations to Westminster.

However, as general secretary Ernie Hamley pointed out, the present situation gives the inshore industry two representatives at Brussels instead of one.

Some FOS governors were quick to remind the meeting of the need to look after the many small boats, often in scattered ports, which are still outside the POs. They make a major contribution to the inshore fishery.

Would the POs be prepared to take on their problems which cost time and money, and without EEC help? And who takes on the equally unprofitable task of promoting the formation of co-operatives and their subsequent organisation into POs — in which the FOS has an enviable record of success?

It is now up to the FOS to frame workable proposals for a new constitution which will satisfy all concerned, including the Ministry. It may well be what John Gundry called 'a completely new animal'.

Whatever may emerge, it can hardly challenge or compete with the powerful POs. But it could bridge the very wide gap which exists between many small boat fishermen and Brussels.

Proposals for restructuring the FOS will soon be published amongst affiliated coastal associations for comment. At the London meeting, Cdr. the Hon. Greville Howe and John Gundry were elected as president and chairman for 1977.

The following were re-elected as members of societies' representatives: Mr. A. Aitchison (Aberdeen); Mr. J. Cunningham (Brixham); Mr. A. H. Dobbie (Cornwall); Mr. E. E. Lindley (Brixham); Mr. A. A. Morse (North Shields); Mr. A. P. Williams (Mevagissey).

It was also agreed to re-force the society's Fisheries Advisory Committee by inviting representatives of the skippers from the north-east and south-west.

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Whatever may emerge, it

Buy direct bid

IRISH tenants' organisations are trying to set-up direct links with fishermen to buy fish.

The National Association of Tenants' Organisations has said that it is wrong that restrictive EEC regulations should prevent housewives from buying more fish at reduced prices.

Its general secretary, Matt Larkin, said that the organisation wants to app-

roch fishing co-ops to make direct arrangements.

"We are being told constantly how good fish is and how we should buy more. Well we want to do so, but this is no use if it is going to be priced like meat, way beyond the reach of ordinary people."

"The time is now for the fishermen and the people to come together," he said.

Two Colne side trawlers — St. Mark and St. Martin — took second and third places at the port, St. Mark came in for Thursday's market after 12 days at sea, under Skipper J. Kelly, to land a 339-kit catch which made £10,544.

On the Monday, St. Martin returned home with 340 kits from a 13-day trip under Skipper S. Davidson. St. Martin's catch sold for £19,313.

The remaining vessels in the top six were all Boston Group stern trawlers. The packet stern trawler Boston Sea Knight landed on Friday after an 11-day trip under Skipper A. Lincoln, putting ashore 262 kits which made £10,209.

The sister Boston Sea Fury and Boston Sea Sprite landed fifth and sixth places, the former returning for Tuesday's market after 13 days under Skipper Victor Crisp with a 296-kit catch selling £9,838.

His sister landed on the previous day after 13 days putting ashore 292 kits to earn Skipper M. Raven and his crew a £9,480 return.

Meanwhile, there is good news of sister ship, Sizur, undergoing fire damage repairs to her accommodation at the Tyne Dock & Engineering Co. Ltd. yard.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, Sizur is also expected to go industrial fishing for sprats.

return north depending on how the sprat fishing develops.

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Grimsby firm to go for blue whiting

GRIMSBY distant water trawler owners Consolidated Fisheries Ltd. plans to send Carli-Id. to blue whiting off the west coast of Scotland next spring.

The vessel is now being modified in Grimsby, on similar lines to *Real Madrid* which already has been converted to a multi-purpose vessel. She has an hydraulic net drum on the boat deck and is successfully working the south-west mackerel.

Then, barring a change in company plans, the firm will convert *Crystal Palace* and, possibly, two other vessels from its 11-strong fleet.

Much may depend upon what distant water fishing grounds remain open to British trawlers in the next 12 months, for the introduction almost universally of 200-mile limits seems certain to cut access to most traditional grounds.

This move by Consolidated will enable its trawlers to operate on various grounds inside the EEC limits, or revert to distant water work if available.

The conversion will be carried out with the assistance of WFA grants and the company has also applied to the EEC for grants.

Grimsby's oldest trawler owners, Consolidated, is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

THE AYR-registered pursuer *Gollic Rose* was towed into Milford Haven last week after breaking down off the Smalls Rock.

This 99ft. vessel, which is fishing mackerel for a second season off the south-west coast, sent out a call for assistance which was answered by the Ministry of Defence tender *Dolven*, based at Pembroke Dock.

Dolven is the former stern trawler *Hector Gull*, originally built for Milford Haven and later which sailed from Grimsby.

THE FIVE-man crew of the Burtonport trawler *Favourite* was rescued after their vessel smashed into rocks near Rutland Island, on the Donagall coast, last week.

The crew stayed on the trawler for three hours until they were finally rescued by small boats. Reports say that there is no hope of salvage and that she will become a total loss.

The £90,000 trawler, skippered by James Gallsghar, was three miles out on her way back from the Atlantic grounds with a catch of white fish when she struck the rocks.

Two months ago a new engine was installed in *Favourite* at a cost of close on £30,000.

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Crew saved as Irish trawler hits rocks

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The £9

A lethal way to catch cod

"WE WOULD like to try ripping cod this winter, like they do in Scotland, and we would be obliged if you could provide us with instructions for rigging the gear and tell us where we can get the special type of sinkers used with it?"

Scottish ripping gear consists basically of a 30-50 ft. circumference cotton main line with a breaking strength of over 100 lb., a lead boom weighing 2½ lb., a fathom of cotton line with a breaking strength of under 100 lb. and a lead fish weighing 1 lb. with four rubber or plastic eale attached.

A typical boom is 7 in. long, 1½ in. diameter and has a 10½ in. length of ½ in. diameter galvanised wire embedded in the bottom end.

The wire has an eye in the end of it for attaching the fathom of line which joins it to the fish or ripper.

The latter is 5½ in. long and ½ in. diameter. It has a hole through the top for attachment of the one fathom line; end holes through it ½ in. from the top and ½ in. from the bottom. The latter are for the rubber eale which are attached by threading 6 in. lengths of heavy monofilament nylon through the holes, knotting close up on either side and then fastening to the awl eyes of the eale.

Rubber or plastic eals of all colours and sizes are used for ripping. If you attach your lead fish a white one 8½ in. long around a 9/10 hook, a red one 7 in. long around a 7/0 hook, a black one 6 in. long around a 7/0 hook and a yellow one 5 in. long around a 5/0 hook, you would have a fairly typical, lethal assembly.

It is customary to put a slight curve in the wire embedded in the bottom end of the lead boom to give an enticing movement to the lures when ripping.

Lead booms and 'fishes' as well as all other components necessary for rigging ripping gear are obtainable from the Buchanan Supply Store, 71 Broad Street, Peterhead, Aberdeenshire.

John Burgess' Log



Inspection well

THE FACT that problems posed by clearing propellers fouled by plastic and synthetic jet-sam are on the increase in the USA is indicated by the fact that a manufacturer has recently started producing standard inspection wells.

They are made of

manganese bronze and available in several sizes.

If any reader should be thinking of fitting a range of propeller inspection well, either of metal or GRP, details of the US units may be worth studying.

They are obtainable from M. Nelson, 123 R Water St., Danvers, Mass. 01923 USA.

Boat plans

INQUIRIES frequently arrive about sources of boat plans — usually being made by owners who have some knowledge of welding and want to build steel boats.

A source which might interest you, if you have similar intentions, is Fareham Boat Plans, 10 Portchester Road, Fareham, Hampshire, because it offers for a nominal amount what it calls a No. 1 plan of any of its designs.

If, for instance, you consider either its 50 ft. or 65 ft. trawlers suitable for your purposes, you could obtain a No. 1 plan of it to help you make a decision.

The plan would be done on a one inch to the foot scale and would give you a large perspective of the boat than contained in profile and other drawings in the firm's catalogue.

December 3, 1976



Below: vessels *Bienheim* and *Pathfinder* (background) on the slip at Grimsby.

INSHORE at Grimsby

A MONTHLY FEATURE

SMALL BOAT fishermen at Grimsby are becoming very restive at their low priority in Government and EEC plans for renegotiation of the Common Fisheries Policy.

Once again their interests were shelved at the October meetings of EEC ministers in Luxembourg and at The Hague at the expense of reaching an agreement on the long-overdue Community 200-mile fishery limits.

This is all very laudable, but legislation which should have been passed ages ago as now the claim for a 50-mile exclusive British coastal zone has been pushed to the back of the queue again to make way for panic talks over swapping distant water fishing rights with non-EEC countries.

Yet again the deep water boys' usual pierhead jump to salvage another deal with Iceland from December 1 fell through in spite of the so-called extra bargaining muscle of the EEC negotiating team and, although this matter is far from over, time is now running out on other distant water agreements.

With these difficult talks in progress, the inshore and seine fishermen are not getting much of a look-in, so it is not unnatural that the men are feeling sore.

They have pleaded longer than any other section of the industry for a revised CFP and there are rumblings of deep discontent within their ranks at Grimsby.

Now as the EEC sorts out Britain's distant water industry, they must sit and wait as other EEC fishermen continue to invade and despoil our coastal grounds.

Many once prolific east coast nurseries grounds, skippers and owners claim, are being annihilated by the uncontrolled use of foreign beam trawls with their destructive jelly chains.

Even the vague EEC compromise plan for special treatment of certain UK coastal zones, (lunched on at

the October Hague meeting, has not halted talk that some form of fishermen's demonstration is the only real hope for prompt recognition of their plight.

The other big talking point recently has been the movement of a handful of pair trawlers to the mackerel grounds off Cornwall where they have been single boat fishing primarily for freezers.

There has been a great deal of hallyhoo in certain newspapers, which should know better, about an 'invasion' from Grimsby which is far from accurate.

It should also be remembered that none of the vessels involved is over 80 ft. and they do not have the capacity which other British vessels working the same area have.

Already skippers Francis Wintain and Jackie Zeebrink, senior, who headed the trail south to launch the idea, have returned to Grimsby in *Glendo* and *Poul Antony* for the winter spratting. *Samantha* also did an about-turn.

Both trail-blazers are highly respected skippers on the east coast and would be the first to admit their strengths lie in their knowledge of the North Sea. Now that the sprits have really started shaking down the east coast the return, too, of *Ashley* and *Shannon* is not likely to be long delayed.

In the subject of trawling, *Buoygear Ltd.* of Flamborough has produced a first-rate 8 in. diameter float.

Managing director, Ian Bradlock, spent two years producing the right materials and other many failures has at last come up with a winner which is proving very popular with the top pair agencies and skippers. They are very robust and have been tested to depths over 250 fathoms without fracture.

By now, virtually all Grimsby's anchor-seiners have wound up for 1976. It has been a long year extended into December by good weather and several outstanding catches of plaice and dogfish.

Some weeks ago Skipper Henry Hansen in his *Allard* dropped onto a pond of dogs, dropping over 270 kits in a 250-kit catch, which sold well around £15 per kit. Encouraged by this, Henry was still on the look-out in mid November!

This year only a few seiners are converting for spratting and Skipper Geoff Todd in



Above: Skipper Henry Hansen has had a late run of dogs. Below: dogfish on the Grimsby market — they were making good prices.



Hansward, which converted early, filled in the gap until the sprats began by trawling for prawns off the north-east.

Ashore the tempo has been stepped up with the bulk of the work being the installation of seine rope storage drums on a host of seiners.

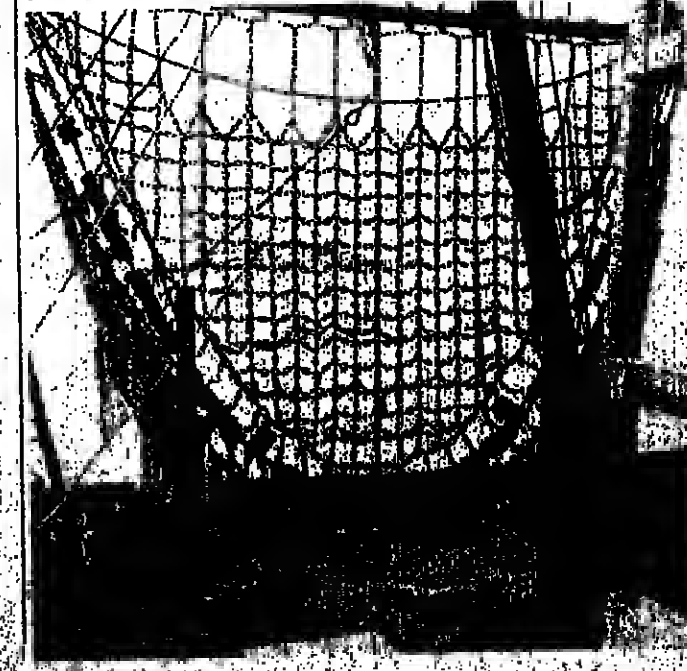
Interesting developments here will be the first appearance of the *Grenua* two-drum unit in Grimsby on several vessels and the first two-drum system by Nautic Maskinfabrik A/S of Denmark on *Allard*. *Hewson's Cinerario*, while there are full order books for Marine Diesel's agency on the popular *Ramne* drums.

Both shipwrights, Ernest Leggett and Bridges & Salmon Ltd., are fully geared up for a busy winter with the usual heavy demand from the Yorkshire ports for repairs and refits.

Of the inshore trawlers results have been rather mixed, but David Ellis has had a better run with *Jan-Erno* and *Willemine*. Agented by the Dolphin Fish Selling Co. Ltd., both came through October and November fairly well when other vessels were struggling.

Tom Wood

The doarded bolly chains on a Belgian beam rig



You shouldn't rush into specifying your engines.



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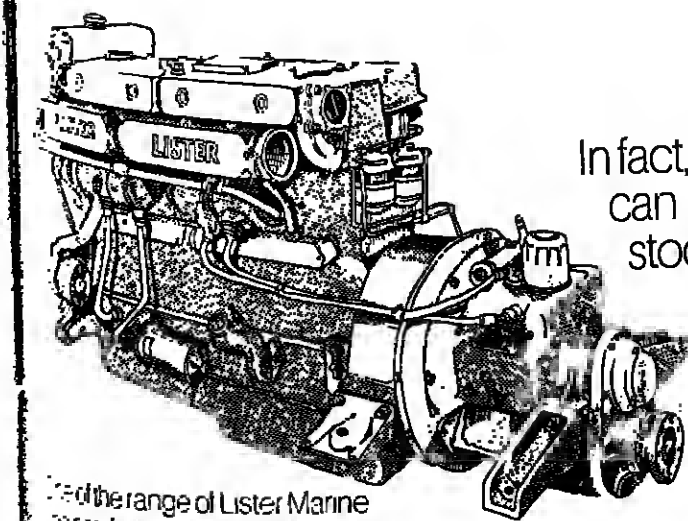
And then, when the time comes, you'll want replacement parts immediately. Anywhere in the world. So you'll be looking for a world-wide service system that won't let you down.

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BAIT CUTTER FOR LINE MEN

A SHORT while ago a reader wanted to know if there was any device available which would save him the trouble of cutting fish into pieces of a suitable size for baiting hooks on his longlines.

He wanted to know whether the device developed by Trio Maskinfabri in Norway, now used in the Mustad Autoline longlining system, might be suitable for his purpose.

I replied that I thought the Trio bait cutter was designed for use in larger vessels than his and that it would be too elaborate and expensive for his needs. But I was unable to suggest an alternative.

Since then I have learnt

that a smaller bait cutting machine is being produced in the USA — a device more suitable for use by 'small' line fishermen.

It is known as the Dura Bait Cutter and is powered by a hydraulic motor. It is made of brass and stainless steel, 27 in. high, 31 in. wide overall, and weighs 127 lb. It is claimed to cut bait fish into square inch sections at high speed and be perfectly safe to operate.

It is offered either on its own or complete with hydraulic valve, pump, hose and reservoir by Marine Industries Inc., Box H 3086, New Bedford, Mass. 02741, USA.

MAKE CANVAS MILDEW-PROOF

"IN ADDITION to a Terylene mizzzen sail which I set regularly, I have a canvas foresail which I keep below for use in case of engine failure and it is now getting mildewed."

I understand that cutch is practically impossible to get nowadays. Do you know of any available equivalent with which I could treat the foresail to prevent it rotting completely?

There is a product called Kanvo which was used a lot for water-proofing and prolonging the life of sails before they were made of synthetic fibres.

I treated the cotton canvas sails of a boat with it many years ago and found it ideal for the purpose; the sails not only became water and mildew proof, but remained light and supple instead of becoming heavy and stiff as tanned sails often used to do.

More recently I have treated both flax and cotton canvas covers with it as I am convinced that it puts body into, and prolongs the life, of any canvas treated with it. It is reasonably priced and there is little work involved in applying it.

Anything I suppose, which saves the cost of replacements must be economical to use. So I have also tried treating cotton drill smocks and trousers with it.

One advantage in doing this is that smocks become shower-proof, and that you can sit on a wet thwart in

treated trousers without discomfort.

A disadvantage is that Kanvo tends to wash out if clothes are laundered in a washing machine. However, if it prolongs their life, advantages outweigh the disadvantages.

Kanvo is obtainable in gallon and half-gallon tins, 5 and 10 gallon drums, and 40 gallon barrels from David Weston Chemicals Ltd., Ashgrove Factory, Glencluan Road, South Carbrin, Cumbernuld, Scotland.

A gallon of it will proof 100-150 sq. ft. of 8-12 oz. canvas.

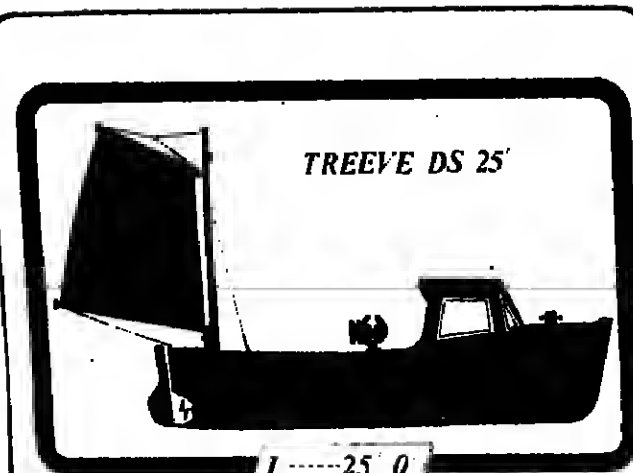
You can get colourless, white, cream, buff, tan, blue, green, bright red and black varieties of it.

If you should think of treating smocks and trousers, as well as your foresail with it, less mayhem will be caused in the laundry if you use colourless Kanvo.

TOWING BLOCKS

"COULD you please let me have the name and address of a reputable firm in England which makes towing blocks and sheaves suitable for use in a 56 ft. trawler?"

Clarke and Co. Ltd., Womersley Road, Fish Donke, Grimsby, South Humberside, can supply blocks and sheaves as well as galleys and bollards designed for use in small trawlers.



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INSHORE ECONOMICS

**—you can end
up working
for the boat
says inshore skipper
MARTYN MELHUIH**

EVERY fisherman in the inshore industry has been facing steeply rising costs for some years and now most are finding the struggle for survival is getting worse.

Just how steeply costs are rising, and how much of a struggle it is to continue, I hope to show.

Vary few inshoremen ever take a cold financial look at their business, believing they are making far better returns than they really are.

Taka, as an example, a typical 30 to 35 ft. inshore vessel purchased secondhand for £5,000. Insurance cover would be in the region of £300 per annum, depreciation of the vessel to allow for replacement in, say, five years would be £20 per week and this also allows for some return on capital investment.

Fuel — one of the heaviest recurring costs — can be anything between 28 to 38p per gallon. Average fuel consumption for a medium-speed diesel is around 80 to 100 gallons a week, depending of course on distance to grounds. This means a bill of around £30 per week.

Increases double

We now have the vessel insured, depreciation allowed for, and a week's fuel: approximate cost £56 per week.

Fishing gear — the heaviest capital cost besides the vessel — has seen heavy increases with some prices doubling in a short space of time.

Assuming the vessel pots for six months of the year working 200 pots (the minimum usually viable to work) then turns to mackerel fishing for five months, one month being allowed for boat maintenance, the costs are: 200 pots and backing 1 1/2 in. to 1 1/4 in. circ. approximately £2,500, and £1,000-£1,500 per annum for repairs to the pots and replacement of the backline per season. (The rope may last two seasons on reasonable ground in little tide, but in heavy tide on rock, only one season is expected).

Buoy lines, dhans and anchors are constantly being replaced. Say a cost of £20 per week to keep the gear together in good repair and have a few spare pots in hand.

Bait can be a very expensive item — in the region of £30-£40 per week for 200 pots. This can, of course, be reduced by catching your own. However, the cost of gear and time to catch the bait usually amounts to very near the bait price!

Weather

Costs are now approaching £100 per week and we have gear at sea. Average earnings for such a vessel and gear on average grounds fishing inshore (this is to say, not far enough off to require Decca, etc.) should be between £300-£350 per week. This just about allows for weather and the odd day for mechanical breakdowns, but does not allow for a major stoppage such as serious engine trouble.

We now have an income of around £250 per week and expenses of £100, not bad. The only snag is you and your crew have worked for very little.

Your crew, let's say a married man with a young family and a mortgage, who is

prepared to work unceasing hours in any weather, accepting a share basis which gives him an incentive and you a good days work, will want to see at least £80 per week.

The skipper-owner is then left with around £90, assuming the catch is average, the weather reasonable, and no major unforeseen breakdowns occur with the vessel.

You have invested £7,500, are self-employed with no security apart from the vessel, and when you take into account the hours spent ashore working on gear, or in connection with the business, the return is poor.

Although lobster prices have increased, catches have remained more or less static. The only way to increase profits is to work more gear, which obviously increases the overheads on gear renewals, bait, crew etc. The extra profit margin can be very small.

Alternatives would be longlining. Here, the gear cost is about £500, with bait about the same. Three hands at least are required and, as good grounds can be over 30 miles from port, weather can restrict operations with a small vessel.

If the vessel operates in the south-west, it would be possible to turn to winter mackerel fishing. This fishing requires mackerel equipment for two men costing in the region of £200 for gurdies, strippers, etc.

Terminal gear costs £10 per week, which is much less capital outlay than potting.

All other expenses such as fuel and insurance are the same, but a third crewman makes the whole operation more efficient and his cost is justified.

Again, grossings should be in the region of £300 per week, providing an average run of fish and, most important of all, a reliable market with high quotas.

Trawling can be undertaken by vessels of this size east of Portland Bill without the cost of a trawl winch, wire warps, etc., fishing at night for sole, plaice and skate. But, west of Portland, the deep water requires a trawl winch and heavier gear. Fuel costs would be higher, with a winch, set of warps and a couple of six-fathom nets fast approaching the cost of pots. Decca would be a necessity and, as weed, tides, etc., affect trawling more so than potting, returns could be on average less.

Gamble

A larger vessel in the 40 to 50 ft. range enables operations to be carried out in worse weather and, perhaps, farther to sea. But this necessitates more crew and consequently more and heavier gear. Fuel costs and insurance can be the same as a smaller vessel but, unfortunately, the DoT regulations have made this a very expensive gamble for an older type of boat.

Skippers who in times of

lucrative fishing invested in new vessels costing anything up to £30,000 for a 35-footer face enormous overheads with heavy loan repayments and insurance, they are committed to work large amounts of gear to produce a higher income, which in turn can quickly deplete an already overfished stock.

Only in areas of steady good fishing is this a viable proposition, and usually only with a very versatile vessel which can immediately turn to any method of fishing to exploit stocks.

This, of course, is only possible with an experienced skipper who can turn to many methods of fishing.

Many new vessels have been bought by skippers who have based the project on one fishery and lack the experience to turn to other methods. The situation can easily be reached where, on one day a week for fish, one day for bait, one day for boat payments, insurance, etc., a day for gear renewal, leaving two days for the skipper's share — that's if you can fish seven days every week!

The most efficient return for an inshoreman can often be a vessel around 21 to 25m worked single-handed. These are obviously very restricted in areas of operations, in weather, etc., but having very low overheads, the actual money taken home is often only slightly less than with a larger vessel. And there are fewer financial worries. The main snag here is that the grounds such a vessel can fish are largely fished out.

To sum up the average inshoreman works long, hard hours, with an 18-hour day being by no means uncommon; receives very little money; receives very little assistance in his business from the government; is often an elderly man in his only right and has to make heavy investments just to be able to survive.

Off course, there are men knocking out the odd £1,000 week in 35-footers and it is 'bait' such as this that can lure inshoremen to stick at it.

Winter inshore mackerel fishing from a Cornish port. Outlay on gear would be around £200 for a two-man boat, but problems can often start just setting up a market for the catch.



'FLOWING TIDE' SPEEDS SOUTH

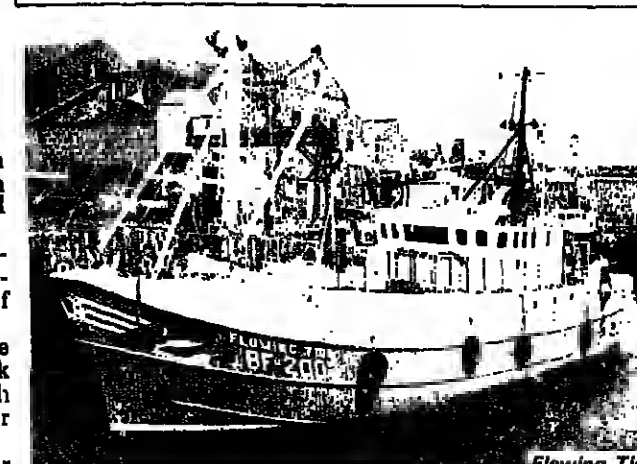
ANOTHER Scottish purse seiner is heading for the Westcountry mackerel fishery.

She is the 85ft. Banff-registered *Flowing Tide*, owned by Skipper John West of Gardentown.

It is understood she will be based at Plymouth and work pair trevils in company with the new Peterhead purser *Morning Star*.

Both vessels have their purse seines with them so that they can switch to this method if required.

The steel-hulled *Flowing Tide* was completed early in 1975 at the Dundee yard of Smith and Hutton and, later in the year, she was fitted with a full length shelter deck



Flowing Tide

extending from her yard for Skipper George West, while *Uberous* came from the same yard two years earlier for Skipper Ian Duthie.

The boats have worked together herring pair trawling for several years.

Pursers take giant shots of mackerel

A NUMBER of August to mid-October. There was plenty of mackerel, but boats which landed at west coast ports were working on a nightly quota of 50 units per man which helped to keep the blinches for several months.

The three purse seiners *Vigilant*, *Lunar Bow* and *Pathway*, owned by the Buchan family, have finished fishing for the year.

Skipper William Buchan of *Vigilant* told *Fishing News* that he thinks the Scottish purse seine fleet will have to concentrate on mackerel for much of the time, but that it will be well worth their while and also give the herring a good rest.

He said mackerel has brought much higher prices this year than last, selling for as much as 85 and 86 a unit for both freshening and fish used.

The three pursers fished for mackerel, mainly in the North Minch, from late

Sprat trials

AN ATTEMPT to evaluate sprat fishing in the Irish Sea has resulted in the Fleetwood trawler *Peter Loumand* landing 1 1/2 tons after an experimental trip.

The trip was backed by the White Fish Authority whose area officer, John Patterson Jones, said: "We have underwritten the cost of the trip so there is an assured grossing for the crew."

He said that, later in the year when it is cold and there is a better chance of the sprats having shoaled, there would be another experimental trip.

Although not a lot of fish had been landed, he said that the trip had been "fairly successful". They had received excellent co-operation from Isaac Spencer Ltd., the port's fish meal manufacturers, and

Jacinta tops £1 1/2m.

FLEETWOOD'S grossing record for a year's work has been hoisted to more than £500,000.

Last week it was revealed that the stern trawler *Jacinta* had earned £484,928 from the 13 trips she had made so far this year but, late this week, she was due to land a big White Sea plaice catch which would take her over £1m.

It is still not absolutely certain she will become the port's top trawler of the year. In close contention is her sister-ship *Fyden* which, up to last week, had earned £483,105. Both ships have

suited past last year's record of £398,248 set up by *Jacinta*.

In third place is the stern trawler *Luneda* on £416,975, followed by *Irunna* with £406,138. Next comes *Hoston* with £372,541 and *Gavino*, £372,541. Seventh is *Boston* *Blenheim* which has earned £334,036.

Skippers Bill Taylor, Bernard Birley and Gordon Wignell have shared command of *Jacinta*, while *Fyden* has been commanded by skipper Victor Buschini. Tony Barkworth and John Bruns. Despite these big earnings, the steep rise in operating costs takes some gloss off the achievements.



Two days to land

HULL will have only two wet fish landing days over the Christmas and New Year holidays.

There will be no local wet fish landings on Christmas Eve, or on the four following days. There will be two normal marketing days on Wednesday, December 29, and Thursday, December 30, followed by four more non-landing days from Friday, December 31, to Monday, January 3, 1977, inclusive. For freezer trawlers, landings will continue as usual on Christmas Eve, but non-landing days will be Christmas Day, Boxing Day; Monday, December 27; Tuesday, December 28; and Monday, January 3.

FROM *Steam to Stern*, a book reviewed in *Fishing News* on November 6, is available from Port of Liverpool Research Society, 65 High Street, Lowestoft, Suffolk.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
 £47,633: *Crystal Palace*, Conset (Sk. J. Hodeon), 1,824k, WS, 24 days.
 £34,530: *Spurs*, Conset (Sk. W. G. Hardie Jnr.), 1,107k, I, 21 days.
 £31,141: *Ross Kipling*, BUT (Sk. D. Keetley), 980k, I, 22 days.
 £30,521: *Ross Kelvin*, BUT (Sk. B. Stokes), 928k, I, 22 days.
 £30,326: *Boston Comanche*, Boston (Sk. A. Hollington), 1,050k, WS, 27 days.
 £29,342: *Ross Kelly*, BUT (Sk. T. Philipson), 934k, I, 22 days.
 £27,379: *Northern Reward*, BUT (Sk. T. Pembroke), 909k, I, 22 days.

Middle water

£20,464: *Ross Jaguar*, BUT (Sk. D. Speck), 710k, W, 17 days.
 £17,404: *Ross Leopard*, BUT (Sk. J. Brown), 730k, W, 16 days.
 £13,493: *Ross Tiger*, BUT (Sk. D. Avery), 691k, W, 15 days.
 £13,336: *Ross Genet*, BUT (Sk. W. Salt), 535k, W, 16 days.
 £11,802: *Osaka*, Taylor (Sk. P. Newby), 635k, F/W, 17 days.

North Sea

£6,257: *Lofoten*, Lindsey (Sk. A. Hulton), 202k, NS, 14 days.

Seiners

£4,761: *Edlei*, Sleight (Sk. L. Gravesen), 204k, NS, 10 days.
 £3,761: *Coral Bank*, Sleight (Sk. D. McKenny), 97k, NS, 12 days.
 £2,879: *Olympic*, Allard Hewson (Sk. H. Hansen), 100k, NS, 19 days.
 £2,752: *Glenec*, Sleight (Sk. J. Schluter), 92k, NS, 15 days.
 £2,450: *Limando*, Richardson (Sk. H. Thomson), 76k, NS, 12 days.
 £2,359: *Breeze*, Consolidated (Sk. T. Christensen), 91k, NS, 18 days.
 £1,575: *Iris Dean*, Consolidated (Sk. B. Anderson), 46k, NS, 14 days.

Pair teams

£8,806: *Grenaa Pearl*, (Sk. M. Potterton), 267k, and £8,048: *Grenaa Star*, (Sk. B. Host), 260k, both Sleight, NS, 11 days.
 £8,546: *Athabasca*, (Sk. A. Albrechtsen), 270k, and £7,253: *Trendsetter*, (Sk. M. Jensen), 227k, both Sleight, NS, 12 days.

£4,031: *Ann Charlotte*, (Sk. R. Colline), 120k, and £2,178: *Laurids Skomager*, (Sk. Jorgen Bojen), 67k, both John R., NS, 11 days.

HULL

£36,894: *Benella*, Marr (Sk. W. R. Beamish), 1,341k, WS, 25 days.
 £34,774: *Portia*, BUT (Sk. D. Grever), 1,100k, I, 23 days.
 £31,589: *Kingston Pearl*, BUT (Sk. B. Turner), 1,053k, I, 23 days.
 £31,334: *Arctic Vandal*, Boyd (Sk. H. Waudby), 1,068k, I, 22 days.
 £29,914: *Kingston Beryl*, BUT (Sk. K. Shakesby), 1,037k, I, 20 days.
 £27,764: *Arctic Cavalier*, Boyd (Sk. W. Boyle), 983k, WS, 24 days.

Seiners

£4,047: *Lindenberg*, Boston (Sk. H. Winkle), 132k, 16 days.

FLEETWOOD

Island
 £31,562: *Iruana*, Marr (Sk. T. Watson), 931k, I, 20 days.
 £27,008: *Boston Beverley*, Boston (Sk. H. McMillan), 860k, I, 21 days.

Homs water

£28,658: *London Town*, Hewett (Sk. P. Weirman), 280k, 14 days.
 £6,312: *Boston Sea Hawk*, Bloomfield (Sk. G. Wood), 273k, 14 days.
 £5,424: *Rosamunda*, Ward (Sk. L. Hatcher), 285k, 14 days.
 £4,839: *Replenish*, Werd (Sk. M. Oldham), 204k, 10 days.
 £3,856: *Resolute*, Ward (Sk. W. Aneell), 173k, 14 days.
 £3,607: *Southards*, Hewett (Sk. S. Cartson), 130k, 14 days.
 £3,213: *Susan Bird*, Bird (Sk. D. Reader), 118k, 14 days.
 £2,845: *Neils John*, (Sk. C. Neal), 103k 11 days.
 £2,580: *Karen*, Hewett (Sk. E. Sveinsson), 102k.
 £1,976: *Pern*, Hewett (Sk. O. Jensen), 71k.
 £1,416: *Alant*, Hewett (Sk. D. Buxton), 39k, 8 days.

Pair team

£1,539: *Navena*, (Sk. W. Taylor), 136k, and £1,203: *Armana*, (Sk. V. Buschini), 82k, both Marr.

ABERDEEN

£18,787: *Shielwood*, BUT (Sk. J. Glasgow), 1,202k, S, 15 days.

£16,961: *Grampian Monarch*, North Star (Sk. R. Catto), 1,017k, F, 14 days.
 £16,948: *Admiral Nelson*, Wood Group (Sk. R. Pirie), 848k, I, 16 days.
 £14,836: *Milwood*, Wood Group (Sk. T. Taylor), 756k, WS, 13 days.
 £13,548: *Starwood*, Wood Group (Sk. J. Hird), 596k, F, 16 days.
 £10,079: *Coastal Empress*, North Star (Sk. W. Morgan), 383k, S, 12 days.

LOWESTOFT

£12,526: *Suffolk Conquest*, Hobson (Sk. R. Fiske), 424k, NS, 13 days.
 £10,544: *St. Mark*, East Coast (Sk. J. Kelly), 339k, NS, 12 days.
 £10,313: *St. Martin*, East Coast (Sk. S. Davidson), 340k, NS, 13 days.
 £10,309: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 252k, NS, 11 days.
 £9,636: *Boston Sea Fury*, Boston (Sk. V. Criapi), 296k, NS, 13 days.
 £9,460: *Boston Sea Sprite*, Boston (Sk. M. Raven), 292k, NS, 13 days.

GRANTON

£8,216: *Arctic Invader*, Liston (Sk. P. Wantee), 416k, NS, 12 days.
 £7,609: *Arctic Explorer*, Liston (Sk. J. Banyard), 401k, NS, 13 days.

NORTH SHIELDS

£28,625: *Star Devine*, A.F. (Sk. J. Vanko), 67,044k, NS, 5 days.
 £3,830: *Valhalla*, (Sk. R. Veitch), 9,372k, NS, 4 days.
 £2,606: *Ben Edra*, Irvin (Sk. A. Coe), 3,995k, NS, 5 days.
 £2,578: *Taarnborg*, Irvin (Sk. T. Scorer), 4,620k, NS, 4 days.
 £2,490: *Flouresco*, A.F. (Sk. W. Scott), 6,740k, NS, 4 days.
 £2,129: *Nova Spero*, A.F. (Sk. D. Fairney), 6,368k, NS, 4 days.
 £2,095: *Kathleen*, Irvin (Sk. B. Scorer), 3,990k, NS, 4 days.
 £494: *Karen Elisa*, Irvin (Sk. B. Jordan), 1,055k, NS, 1 day.

MILFORD HAVEN

£6,476: *Brenda Wilson*, Jones (Sk. R. Evans), 191k, IS, 14 days.
 £5,385: *Jadestar Gypsy*, Jones (Sk. J. Brodie), 135k, IS, 13 days.
 £4,745: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 139k, IS, 13 days.

KEY: I: Island; F: Faroe Islands; W: West of Shetland; NS: North Sea; WS: White Sea; NC: Norway Coast; HW: Home Waters; IS: Irish Sea; S: Shetland; Sk: Skipper; k: kilo; o: owt; kg: kilo.

BILLINGSGATE

ON TUESDAY 203 tons were delivered. Average selling prices on merchants' sales: sole, 36p/45p; alga 60p/80p; medium, 75p/115p; large, 1.30/1.40; sole, 80p/1.20; foreign smoked salmon, 23p/16; large turbot, 2.14/2.50; medium, 2.40/2.50; amell, 2.40/2.50; large haddock, 2.70/2.70; medium, 2.50/2.50; amell, 2.50/2.50; Danish plaice, 1.1h, 2.50; 1.1h-2.1h, 2.50; large halibut, 1.2/2.0/2.14; medium, 2.90/2.18.20; small, 2.50/2.80; selected lemon sole, 2.60/2.80; headless home water cod, 2.60/2.80; fillets, shelf cod, 2.80/2.90; bulk, 2.70/2.80; coelish, 2.4/2.50; haddock, 2.7/2.80; selected cod, 2.70/2.80; amell, 2.10/2.20; small English dogfish, 2.50/2.40; large 2.40/2.50; mackerel, 2.20/2.20; fresh herrings, 2.20/2.30; London cured dry haddocks, 2.80; golden cutlets, 2.80; filleted kippers, 2.30/2.40; selected kippers, 2.40/2.50; small roker, 2.20/2.30; medium, 2.35/2.50; large, 2.55/2.70; aprata, 2.2/2.40; per stone.

FROZEN FISH
 £1.20/£1.65; Canadian halibut, 95p; scampi, 1.1.70; haddock, 45p; grey mullet, 40p; barbonel, 60p; wing fer, 43p; per stone, 2.1.50; plaice, 2.7.50; cod, 2.6.50; 2.4.20/2.4.48; kippers, 2.4.00/2.4.10; per stone.

RETAIL PRICES
 AVERAGE national retail prices on Tuesday, November 29, supplied by the National Federation of Fishmongers, are: cod fillet, 87p, up 8p; haddock fillet, 82p, down 1p; sole fillet, 85p, up 3p; plaice fillet, 85p, up 3p; smoked cod fillets, 85p, up 3p; mackerel, 31p, up 4p; sprats, 27p, up 1p; herring, 35p; kipper, 45p, down 3p; skate, 72p, down 4p; dogfish, 68p. Recent catches have effected landings in all areas and supplies are well below average. Selection is not so good and almost all prices will be below recent values. Sprats and mackerel will be the best buys most areas.

HERRING REPORT

FRIDAY, NOVEMBER 26
 Ullopool: 10 trawlers, 56 tonnes; homemarket, 56 tonnes at £14/£17.20. Mixed apenta, 380/600 per 50kg. Ayr: six trawlers, 12 tonnes; homemarket, 12 tonnes at £20.00/24.00. Hand selected, 170/290 and 380/430 per 50kg. Uig: one purser, 15 tonnes, two trawlers, nine tonnes; homemarket, 25 tonnes at £13.20/18. Regular to mixed in size, 320/440 per 50kg.

TUESDAY, NOVEMBER 30
 Stormoway: two drifters, 10 tonnes, two trawlers, 24 tonnes; homemarket, 10 tonnes at £15.50/£17. klondyking, 18 tonnes at £17/£17.90. Regular to mixed in size, spent, 320/480 per 50kg. Ullopool: 10 trawlers, 85 tonnes; homemarket, 85 tonnes at £13.80/£17.80. Slightly mixed to very mixed in size, spent, 350/560 per 50kg. Uig: one drifter, five tonnes, one purser, 15 tonnes, five trawlers, 30 tonnes; homemarket, 60 tonnes at £17/£17. Uniform to light, mixed in size, spent, 320/360 per 50kg.

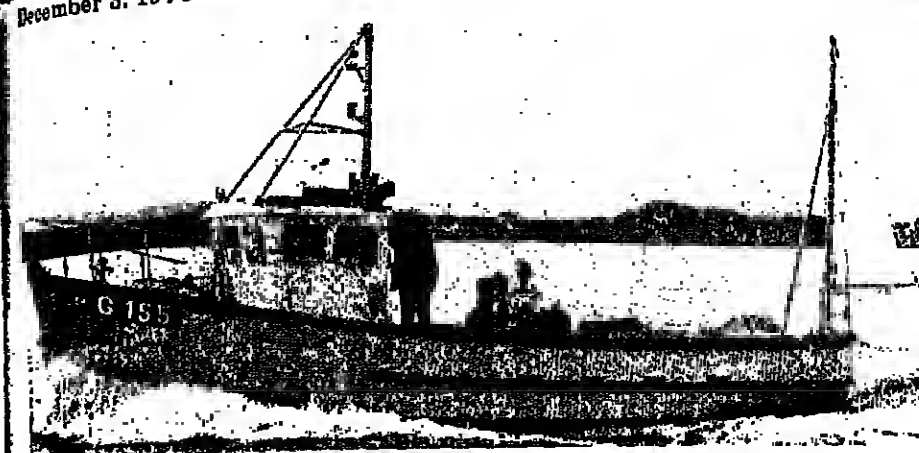
Recalling some of the stories which appeared in our columns this week 50 years ago.
DRINKING fountain erected to Mrs O. T. Olen at Grimaby's fishermen's hostel in Riley Street. She was local Mission secretary for many years.
EAST Anglian skipper claims to run motor drifter on 47 per week, including fuel oil and coal.
SEVERAL West Highland crofter-fishermen arrive at Buokia distillate after a disastrous season. Parish provides them with food and train fares home.
PORTSOY Town Council to take over local private harbour so that it can be qualified for a Government improvement grant.
DEEP Sea Mission at Paterhead to set up sick bay for visiting fishermen in Charlotte Street.

DECEMBER 4, 1926

BUCKIE fishermen broke after bad East Anglian herring season, club together to buy boat's antira haddock catch at 28/- (£1.15) a box. The fish was ebarad out on the quay for them to live on.

GERMAN fleet had heavy losses last year. Subsidies to deep-sea industry amounts to £283,700.

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Cork yard completes 36-footer for Aran

JULIA (above), the second Helms 36-footer for Ireland, has been fitted out by Co. Galway's Bostyrd, Cork. Mr. P. Muller of Aran, Eire, she is equipped for line and net fishing for mackerel, herring, salmon and other working the west coast of Ireland. Her 1000 r.p.m. engine is a Borg-Warner gearbox, producing 110 hp at 1800 r.p.m. giving Julia a top speed of nine knots. With an overall length of 38ft. 4in., the QRP boat has a breadth of 12ft. depth of 5ft. 8in. and gross tonnage of 10, with a fish capacity of five tons. A moulded-in propeller inspection trunking is positioned to give access to the fixed propeller for oiling ropes, etc. Her deck machinery includes a 1.350lb net hauler and a PNP Over 1,400lb hydraulic hoist. In the wheelhouse, a PNP radar and 'Bello' VHF radio are installed.

£1 m year for Devon co-op

BRIXHAM anticipates a record year with landings worth over £1,000,000 a year. Marcell Gallin, chairman of Brixham and Torbay Fish Ltd., the fishermen's co-operative.

In the week ending November 20, the value of fish caught by co-op members was about £61,000, thanks to the good weather which gave them more time at sea during November.

Of this, £57,000 worth was landed at Brixham and the remainder by other co-op members.

FIREMEN from Brixham were called to Kingswear Jetty, River Dart, on Monday afternoon to save crabs aboard the Spanish boat *Natali*.

The crabs were in danger of dying because there was too much water in the Spanish ship's hold after her pumps had broken down.

Norway to build up coastguard

NORWAY is to expand and heavily arm her coastguard service when she introduces a 200-mile economic zone next year. The Storting's Defence Committee recommended that seven new purpose-built surveillance vessels be built and that the present use of the Orion planes for observation be expended by 20 per cent.

It also recommended that seven new helicopters be purchased and that a number of service buildings and bases be set up.

The surveillance vessels should be equipped with torpedoes, air-protection guns, sonar listening devices for anti-submarine work and mine laying equipment, says the committee. They will also be equipped for fire rockets at short notice.

This new service will cost an estimated £120m. to establish and about £4.5m. annually to operate.

Billingsgate

MENTION has previously been made of the importance to Billingsgate of the restaurant buyers and other caterers, but in the market there is something of supreme importance to the caterer — the cutting house.

How caterers wish to buy fish in wholesale packs, few handle, daily, sufficient fish to employ a full-time blockman, all require good portion control, and all require a variety of fish prepared in different ways for the chef. This cutting house will do for them.

"Four hundred 8 oz portions of cod for the works canteen, 36 plaice fillets for the staff dining room, and nine skinned 12-14 oz Dover sole for the directors room and, by the way, can I have some turbot heads for stock?" might well be a typical order.

The cutting houses are grouped in the new buildings on the southern edge of the market, in fact most are on the quay above the Thames itself. There experienced and skilful blockmen gut, skin, fillet, weigh and pack orders from every type of catering establishment.

Thor's specialists among them. Take for instance M. Jansson Ltd., which provides live rainbow trout, conveyed in tanks of oxygenated water to be displayed in a restaurant's aquarium so that the diner may choose his own fish for the chef to prepare as "truite bleu" — and what could be fresher!

While the cutting house of Henry Williamson Ltd may be famed for the quality of its fish and for the generous support, in the form of a magnificent trophy, for the Schools Cookery Competition, in Billingsgate the firm is also noted for the high standard of its officers. Market hoots are removed at the door, although whether to preserve the carpets or in homage to the hose, Harry Williamson, no one is sure.

BUT'S *Ross Revolution* (Skipper A. Cuhlinson) made £32,743 for 1,061 kits at Hull on Monday after a 23-day trip to Iceland.

The market's holiday arrangements over Christmas and the New Year are shown below.
 Closed: Saturday 25 to Tuesday 28 December;
 Open: Wednesday 29 to Friday 31 December;
 Closed: Saturday 1 to Tuesday 4 January.

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- *What's new in research, in harbour & factory projects, in processing methods.
- *Who's catching how much of what — and where.
- *New legislation — what it says and what it means.
- *Today's trends in fish marketing — and how they will affect you tomorrow.
- *Changes in consumer demand — the

growing market for non-traditional types of fish.
 *New fisheries limits and Exclusive Economic Zones — when they become effective and what they will mean to you.
 *Career prospects in fishing in a changing world.
 *Aid agencies — how you can benefit from them.
 FNI tells you the where, the when, the what and the how; what's going on all over and what's

likely to go on — this year, next year or sometime soon.

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HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Boston Phantom*, *Huddersfield Town*, *Ross Khor*, *Ross Penion*, *From White Sea*, *Ross Baring*, *Ross Juna*, *From Faroes*, *Westerns*, *Hull*, *Nanon*, *Oliver*, *Ross Vackel*.

Ross Jaguar, Ross Leopard, Robin

Expected during the week: *Arctic Corsair*, *Jack Eriboll*, *Ross Canoraal*, *Ross Uranito*, *Ross Orion*, *St. Dommir*, *St. Gills*, *Westwin*.

PORT MARKETS

MONDAY, NOVEMBER 29

GRIMSBY

A poor supply of 2,030 from six boats met a very good demand. Prices: shelf cod, £2.50/£4.50; codling, £2.80/£3.80; large haddock, £3.60/£4; medium haddock, £3.20/£3.30; small haddock, £2.20/£2.50; medium plaice, 30p; small plaice, 24p/25p; large skinned dogfish, 25p; medium skinned dogfish, 23p/24p; mussels, £2.30/£3; rockfish, £2.40/£2.50; sole, £1.50/£2.50; per stone.

HULL

2,270 kils from two distant water vessels, price ranges per 100k: haddock, 2.10/2.15; turbot, 2.30/2.40; amell turbot, 2.40/2.50; haddock, 2.40/2.50; lemon sole, 2.40/2.50; large plaice, 2.44/2.48.50; medium plaice, 2.41.50/2.47.50; small plaice, 2.4.50/2.5.50; cod, 2.40/2.45.50; codling, 2.34/2.44; dab, 2.22; whiting, 2.13/2.14; haddock, 2.33/2.37; small haddock, 2.28/2.34; cutfish, 2.30; monkfish, 2.52, per 100k. Ht.

FLEETWOOD

Prices: sole, £32/£50; sole, £120/£180; haddock, £34/£47; dogfish, £14; monkfish, 230; roker, 24/25; whiting, 27; plaice, 246/250; hake, 274, per 100k.

LOWESTOFT

Prices: sole, £184/£202; alga, 2.182/2.185; turbot, 2.130/2.146; amell turbot, 2.46/2.52; haddock, 2.45/2.52; lemon sole, 2.48/2.55; large plaice, 2.44/2.48.50; medium plaice, 2.41.50/2.47.50; small plaice, 2.4.50/2.5.50; cod, 2.40/2.45.50; codling, 2.34/2.44; dab, 2.22; whiting, 2.13/2.14; haddock, 2.33/2.37; small haddock, 2.28/2.34; cutfish, 2.30; monkfish, 2.52, per 100k. Ht.

NORTH SHIELDS

Prices: sprats, 220/226; medium codling, 223.75; small codling, 219.90; Iceland, 219.90.

ABERDEEN

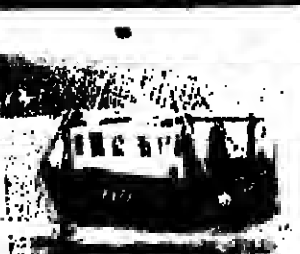
Prices: sole, £184/£202; alga, 2.182/2.185; turbot, 2.130/2.146; amell turbot, 2.46/2.52; haddock, 2.45/2.52; lemon sole, 2.48/2.55; large plaice, 2.44/2.48.50; medium plaice, 2.41.50/2.47.50; small plaice, 2.4.50/2.5.50; cod, 2.40/2.45.50; codling, 2.34/2.44; dab, 2.22; whiting, 2.13/2.14; haddock, 2.33/2.37; small haddock, 2.28/2.34; cutfish, 2.30; monkfish, 2.52, per 100k. Ht.

SEVENOAKS

Prices: sole, £184/£202; alga, 2.182/2.185; turbot, 2.130/2.146; amell turbot, 2.46/2.52; haddock, 2.45/2.52; lemon sole, 2.48/2.55; large plaice,

Telex: 21977
Sysmaga

VESSELS FOR SALE



3. VHF - radar, mark 12 Navigator
11. Vessel engaged queue